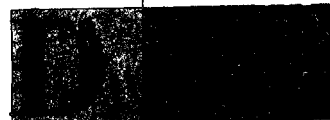




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ANALYSIS



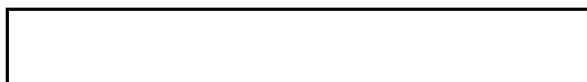
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PHOTOGRAPHIC INTELLIGENCE REPORT

VITAL RECORDS COPY

STATUS OF NORTH VIETNAMESE RAILROADS



DECLASS REVIEW by NIMA/DOD

REPORT NO. 27
CIA/PIR75088

DATE FEB. 1967

GROUP 1
Excluded from automatic
downgrading and declassification

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CIA IMAGERY ANALYSIS DIVISION

PIR 75088

PREFACE

This report summarizes significant items of photo intelligence relating to the North Vietnamese railroad system which has been developed from available photography (received by the CIA Imagery Analysis Division) during the period indicated on the cover. This report is intended to provide a comprehensive view of the railroad system and does not necessarily reflect the most recent status changes as reported by pilots' reports or field photo intelligence cables.

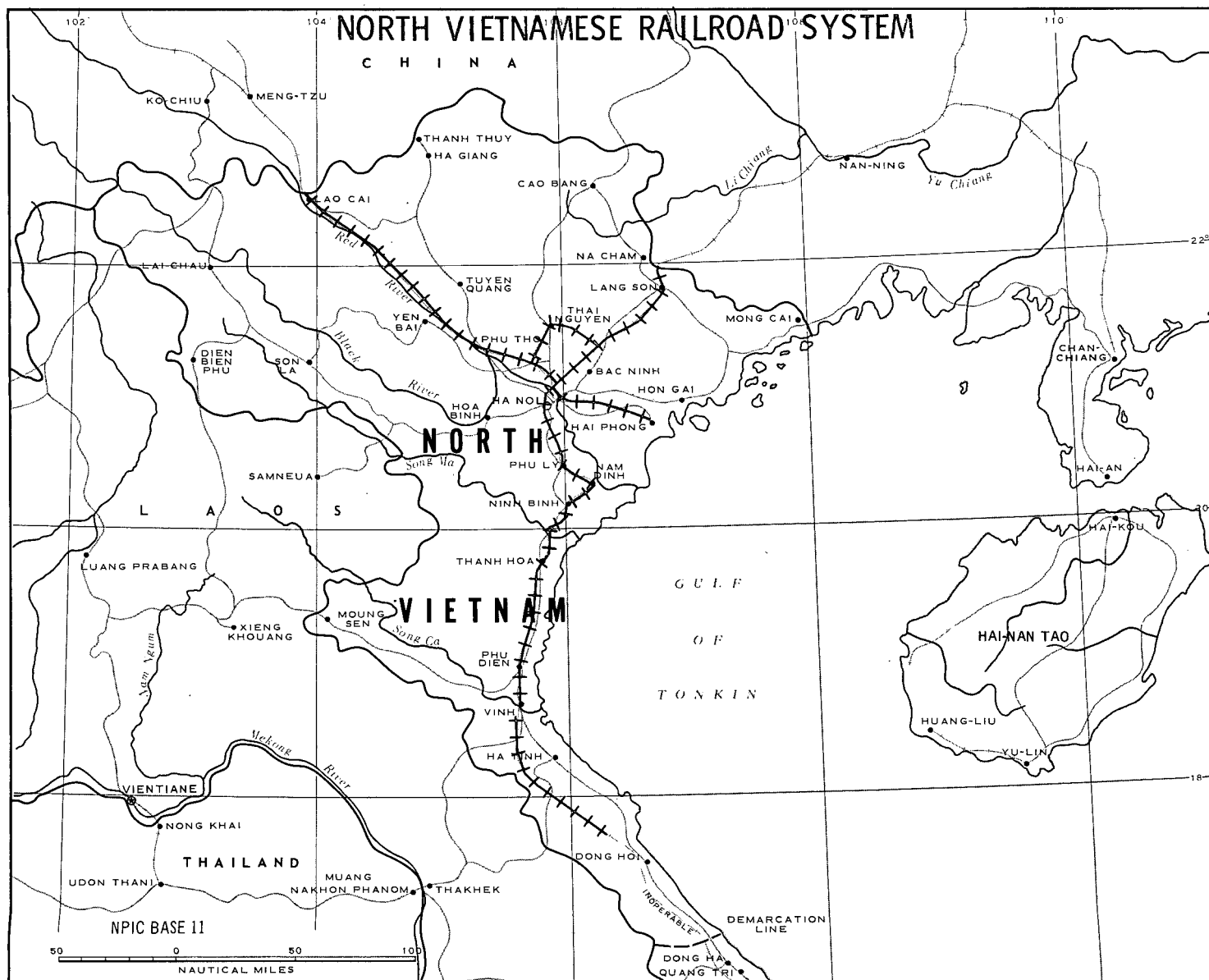
The railroad system has been broken down into 5 major lines: the Hanoi/Lao Cai Line, the Hanoi/Dong Dang Line, the Hanoi/Haiphong Line, the Hanoi/Dong Hoi Line, and the Thai Nguyen Line (Figure I). Annotated maps and photos are used to show the status of each line.

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FIGURE 1



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DDI IMAGERY ANALYSIS STAFF

SUMMARY

Those portions of the five major rail lines covered by interpretable photography were open to through traffic. New construction activity was observed on the Hanoi/Dong Dang Rail Line.

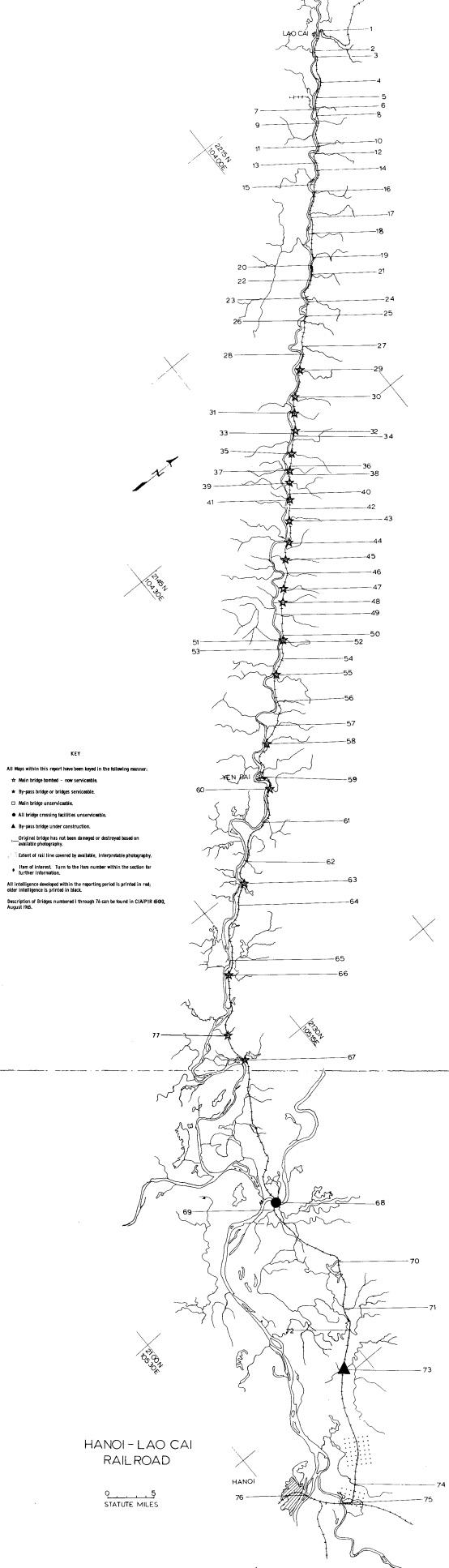
CONTENTS

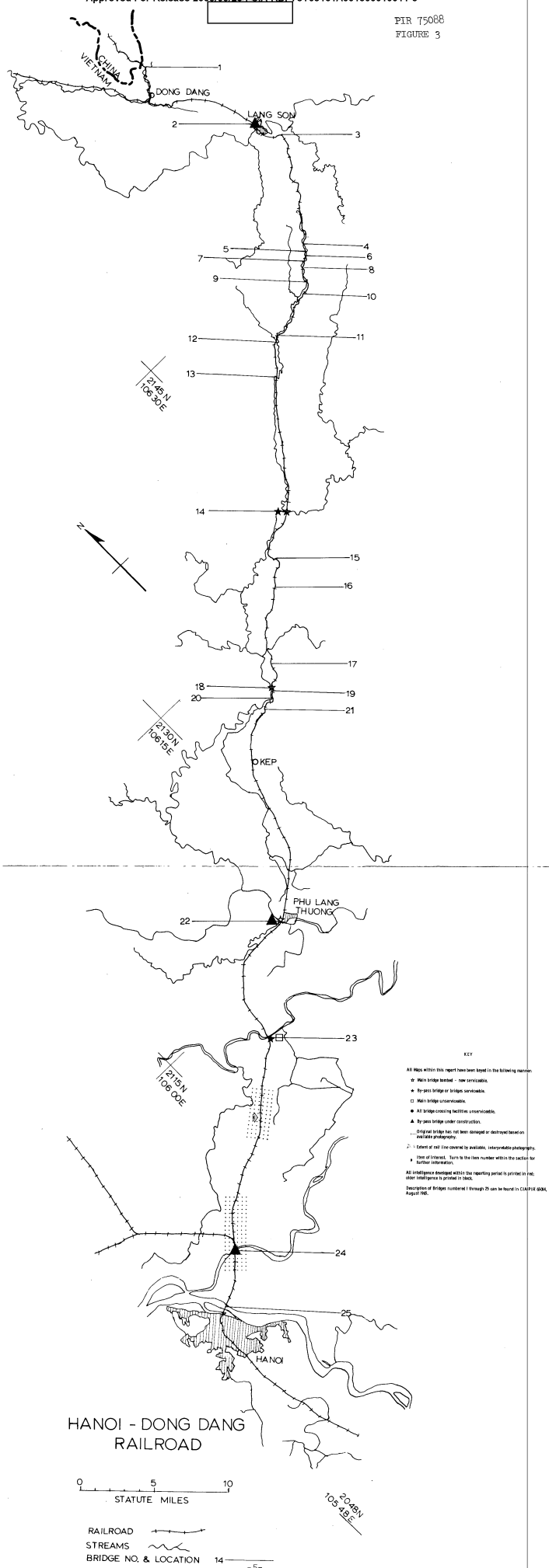
Hanoi/Lao Cai Rail Line	Page 4
Hanoi/Dong Dang Rail Line	5
Hanoi/Dong Hoi Rail Line	10
Hanoi/Haiphong Rail Line	13
Thai Nguyen Rail Line	19

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FIGURE 2



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FIGURE 3

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DDI IMAGERY ANALYSIS STAFF

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ITEM OF INTEREST NO. 1: Hanoi/Dong Dang Rail Line

NAME : Construction Activity

BE : NA

COORDINATES : 21 08N - 106 01E

PHOTO REFERENCES :

MAP REFERENCE : JOG (A) 1501, NF 48-11

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The following construction activity was observed approximately 5.4 nm SW of Dap Cau on the Hanoi/Dong Dang Rail Line:

1. A newly completed meter gauge passing track is located at UTM XJ061383 on the north side of the main track (Figure 4). A locomotive and tender and 12 probable passenger cars are standing on this track.

2. A new roadbed is under construction at this same location on the south side of the main line (Figure 4). At least 7 pieces of unidentified probable construction equipment were observed on this new roadbed (Figure 5). No track has been laid.

3. Oversize ties measuring approximately long were observed at UTM XJ058380 (Figure 6). The presence of these ties probably indicates active preparation for a further southward extension of dual gauge (i.e., standard and meter) track from its last observed terminus at Kep (21 24N - 106 17E).

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4. A probable military construction camp is located at UTM XJ063377 (Figure 7). An area of excavation within the camp is probably the source of fill for the new roadbed referenced in item 2 above. Several bulldozers are located within the camp and trucks and personnel are present throughout the area (Figures 4 and 7).

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